

77 01954

# SARATOGA GENERAL PLAN MAP

INSTITUTE OF GOVERNMENTAL  
STUDIES LIBRARY

JUN. 7 1977

UNIVERSITY OF CALIFORNIA

*Saratoga, City council*

*Williams + Hovine  
City planning*

**1974**

*Land Util.*

# COMMUNITY PLANNING OBJECTIVES

The planning process is circumscribed and guided by the local definition of the optimum community. The residents define this ultimately by stating objectives which the community should strive for as it grows and changes. Carefully thought out objectives provide a framework for the planning process. Saratoga's objectives are presented here in three inter-related categories: environmental resource management, community development and circulation.

## Environmental Resource Management

1. Control the density of development in hill areas to protect the unique quality of the City's mountainous backdrop.
2. Preserve the low density and natural character of Saratoga by the inclusion of permanent open space and landscaping within the City.
3. Use open space to provide safety from hazards to human life such as wildfires, earthquake destruction, landslides and flooding.
4. In developed areas, protect residents from injuries and minimize property damage from earthquakes.
5. Conserve natural vegetative and topographic features which exist in Saratoga and its Sphere of Influence.
6. Develop and adopt a Saratoga Sphere of Influence Plan.

## Community Development

1. Maintain the rural, residential character of Saratoga.
2. Provide public open space and recreation areas accessible to all residents, particularly those in the more densely developed residential areas.
3. Enhance the unique character of the Village as the center of community activity, commerce and vitality.
4. Create distinctive, attractive entrances to the City.

5. Provide suitable housing alternatives for Saratoga senior citizens.
6. Meet the local commercial and service needs of the City residents.
7. Enhance built-up areas with landscaping, especially in commercial areas and along streets.
8. Protect the rural atmosphere of Saratoga by considering the visual impact of new development.
9. Protect historical and archeological values and significant geographic landmarks from destruction by development whenever possible.
10. Prepare and adopt a plan to accomplish a swift return to normal government and activity in time of disaster.
11. Protect Saratoga residents from excessive noise.
12. To the greatest legal extent possible, provide architectural design review for all development in Saratoga.

#### Circulation

1. Promote a balanced transportation system in Saratoga with attention to a mass transportation system.
2. Facilitate the safe movement of vehicular traffic within and through the City; however, some inconvenience will be accepted where necessary to preserve residential integrity.
3. Protect the rural quality of Saratoga through street design and landscaping and strive for aesthetically pleasing views from all roads in Saratoga and the Sphere of Influence.
4. Relate land uses to existing street capacities.
5. Integrate safe bicycling, walking and horseback riding into the total transportation system.
6. The existing trails and pathways map (1971) shall be included in the General Plan until such time as a new plan is developed and approved by the Parks and Recreation Commission, not to exceed one year.



7. A circulation plan shall be developed to show logical means of egress and ingress to undeveloped areas of the City and its Sphere of Influence.

# COMMUNITY PLANNING POLICIES

The policies of the General Plan outline the community's direction for the next planning period. These policies are determined within the framework of the long-term community objectives. As with the objectives, the planning policies are divided into three categories: environmental resource management, community development and circulation.

## Environmental Resource Management

1. Further residential development in Saratoga shall, through site plan requirements, respect open space as much as possible.
2. The importance of the views of the mountains and hills from the City shall be a factor when considering development in the Sphere of Influence.
3. School sites should provide open space and recreation resources for the City.
4. Because of their open space and recreational value, the creeks which lace through Saratoga shall be preserved as nearly as possible in their natural state.
5. Mineral extraction in the City and its Sphere of Influence shall be regulated and supervised to minimize physical and visual damage to the existing environment.
6. The City shall consider the impact development may have on the quantity and quality of water within the City and its Sphere of Influence.
7. The impact on air quality shall be evaluated in connection with development and highway construction.

8. Possible impacts on wildlife habitats shall be considered when areas are proposed for development or active recreation.
9. Sufficiently strict standards shall be applied to private sanitation services to avoid contamination of the water supply.

#### Community Development

1. Saratoga shall discourage premature development of outlying areas of the City and its Sphere of Influence.
2. Building and site design review shall be required for all single-family subdivisions and apartment developments.
3. The City shall actively encourage conservation and, where necessary, rehabilitation of existing housing.
4. Attention shall be given to preserving natural landscape and/or orchard open space.
5. Park dedication or fee provisions for the subdivision ordinance and planned community residential development shall be important methods for the City to obtain open spaces.
6. Neighborhood commercial development shall be confined to existing sites and buffered from adjacent residential uses.
7. Industrial land use in Saratoga shall be limited to existing sites.
8. The City should encourage development of a residential stock which would provide housing alternatives for Saratoga senior citizens.
9. Any development in areas subject to natural hazards shall be designed to protect the environment, inhabitants, and general public. In areas of extreme hazard, development may be prohibited.
10. Potential seismic activity shall be considered in determining area suitable for development.
11. The City shall mitigate the danger of earthquake damage by enforcing strict earthquake construction and soil engineering standards, selecting the most stable areas for development, and



by having developers compensate for soil instabilities by approved engineering and construction techniques.

12. The function of a street shall be recognized in advance of construction and design criteria used to minimize disruption to the area caused by through or heavy local traffic.
13. The City shall require that ambient noise for residential neighborhoods and for rest homes be kept within the levels specified by ordinance.
14. The natural beauty of the ridgelines should be protected. Only minimum cut and fill should be permitted.

#### Circulation

1. The City shall require adequate access in keeping with the density of development.
2. For safety, every new or developing residential area in the City with more than 15 housing units should have a primary and secondary (or emergency) access.
3. Through collector streets for exclusively residential neighborhoods shall reinforce the character of the area by circumventing the core of the neighborhoods. Broken collectors which do not traverse the neighborhood can provide supplemental ingress and egress.
4. The major traffic generators in the City should be provided with the best and least disruptive access possible.
5. Minimum City street standards shall depend upon location, terrain, character of areas and the anticipated function of the roadway.
6. The function of a street should be recognized in advance and design criteria used to minimize disruption and control speed in areas caused by through or heavy local traffic.
7. Assessment districts, formed to bring existing streets up to minimum City standards, shall include the entire length of the substandard portion of the street.
8. Private roads designated as collectors on the Saratoga Select

Street System Map should be acquired and maintained by the City.

9. The West Valley Freeway right-of-way shall be designated as a public use corridor. Publicly owned portions of the Freeway right-of-way should be designated for future public use.
10. The City shall encourage and participate in County-wide investigation of providing a variety of modes of transport to serve Saratoga.
11. Bicycle lanes shall be designated only where a road is wide enough and traffic volumes light enough to accommodate them safely.
12. The bicycle route system should connect with bicycle routes of adjacent communities, thereby increasing their accessibility to Saratogans.
13. Equestrian trails should be oriented to the Equestrian zones and adjacent portions of the Sphere of Influence.
14. Freeway, expressway, flood control and utility rights-of-way shall be used for trails wherever feasible.
15. Means shall be developed to maintain existing public trails in good condition.
16. Motorized vehicular traffic shall be prohibited on trails and pathways except for maintenance and emergency purposes.
17. Properties bordering trails should be protected from noise, litter and vandalism by strict enforcement of private property rights.
18. In areas of exceptional beauty, scenic pathway easements shall be secured, preferably before development occurs.
19. Trails, sidewalks or separated pathways should be provided in areas where needed to provide safe pedestrian access to schools, along arterial streets, along collector streets, through the City's proposed linear park system, on the proposed freeway right-of-way, and to mountain vista and picnic areas.



# ACTION PROGRAM

## Area A - Mt. Eden

1. Revise the land area within the Slope Conservation Zone beyond that on the 1972 General Plan. Redefine the Slope Conservation Ordinance to provide minimum density and to include conservation evaluation, i.e., slope, distance from all-weather road, school capacity, water service, sewer service, electrical service, fire protection, geological hazards, vegetation, arterial access. Before development is permitted, each site shall be evaluated according to criteria for Slope Conservation development.<sup>1</sup>
2. Delete the Wardell Road extension to Old Oak Way.
3. Should the high school site be residentially developed, careful attention should be given to providing adequate circulation and to the prevention of through traffic uses.
4. New developments should be provided with adequate access to arterials, but local access streets should not be planned to accommodate through traffic.
5. Explore the feasibility of a new collector street to serve the Western Hill area.

## Area B - Congress Springs-Pierce Road

1. Revise the land area with the Slope Conservation Zone as shown on the 1972 General Plan. Redefine the Slope Conservation Zoning Ordinance to provide minimum density and to include conservation evaluation, i.e., slope, distance from all-weather road, school capacity, water service, sewer service, electrical service, fire protection, geological hazards, vegetation, arterial access. Before development is permitted, each site shall be evaluated according to criteria for Slope Conservation development.<sup>1</sup>
2. Future development in Area B should conform to the low density



residential character of the area.

#### Area C - Blue Hills

1. Action should be taken to unify the appearance of the Gateway approach by improving the southwest corner of the Gateway area. As a long term goal the City should consider acquisition of the corner.
2. The Gateway commercial area along Saratoga-Sunnyvale Road should be contained by the intersections of Prospect and the Southern Pacific Railroad tracks.
3. The two major vacant parcels along Calabazas Creek should be developed only under conditions of uniform design and with consideration given to combined land uses. Such planned development may include professional-administrative, commercial, and multiple residential land uses. Particular attention should be given to landscaping, access, parking, and site coverage.<sup>2</sup>
4. The commercial development should be separated from traffic on Saratoga-Sunnyvale Road by tree-shielded frontage roads where-ever possible.
5. The site on the east side of Saratoga-Sunnyvale between the Southern Pacific tracks and Cox Avenue should be developed in PD (Residential).<sup>3</sup>
6. To maintain the low density residential character of the adjacent area, single family residential densities should be extended to the site on the west side of Saratoga-Sunnyvale between the Southern Pacific tracks and Manor Drive.
7. The freeway right-of-way between Cox Avenue and Knollwood Drive should be developed into a series of parks linked by pedestrian pathways and bicycle trails. (See Area D and E).
8. The poorly maintained and deteriorating labor camp behind the east side of the gateway commercial area, parallel to the railroad tracks, should be removed and replaced with single-family use compatible with the existing residential zoning.

#### Area D - Triangle North

1. Vitally needed open space and recreation areas should be developed in Area D. The City has already acquired some of these sites and should proceed with required improvements.
2. The proposed freeway right-of-way should be acquired to extend existing adjacent parks or park sites and to provide linear connectors between City parks or park sites and to provide linear connectors between City parks on, or along, the proposed freeway right-of-way.
3. Should acquisition of freeway right-of-way not be possible and residential development be destined to occur, the City should require easements for the needed pedestrian pathway and bicycle trail links.
4. The City should investigate using the PG&E right-of-way for pedestrian and bicycle links where development has already occurred.
5. The single-family residential neighborhood character of Area D should be maintained. Remaining parcels should be developed at densities similar to adjacent single-family development.
6. The City should continue to study and resolve the particular circulation problems along local collectors in Area D.

#### Area E - Triangle South

1. School playgrounds and playing fields should be made available as neighborhood recreation areas after school hours and on weekends and holidays.
2. The high density residential development in the southwest corner of the area should be restricted from moving north of its existing boundary.
3. The PG&E right-of-way should be developed as a pedestrian pathway and bicycle trail as linear connectors for the City Park System. (See Areas C and D)



#### Area F - Quito-Kentfield

1. Expansion of existing industrial uses in the Quito-Kentfield area should be closely reviewed and subject to strict design control.
2. The City should encourage formation of neighborhood organizations, pursue strict code enforcement, and improve public facilities in the older, higher density neighborhoods in the Quito-Kentfield area.
3. The two vacant parcels located on the southwest side of Saratoga Avenue between MacFarland and Cox Avenues should be developed only under conditions of uniform design and with consideration given to combined land uses. Such planned development may include professional, administrative, commercial, and multiple residential land uses. Particular attention should be given to landscaping, access, parking and site coverage.<sup>2</sup>
4. The two parcels on the east side of Saratoga Avenue generally between Bucknall and Cox Avenues should be developed in PD (Residential).<sup>3</sup>
5. Remaining vacant parcels in the Quito-Kentfield area should be developed in the same single-family densities as the existing adjacent development.
6. The City should investigate use of the PG&E right-of-way as a link in the pedestrian pathways and bicycle trails linear park. Should portions of the proposed freeway right-of-way be developed, easements for the linear park should be obtained in advance.
7. The City shall develop its park site along Wildwood Creek to provide a needed neighborhood play area.
8. Quito Road should be studied to determine the type of improvement required to improve traffic safety.
9. Allendale should be designated as a City arterial and traffic flow should be improved.
10. Paseo Presado should be included in the City's Select Street



# Footnotes

<sup>1</sup> Slope conservation zoning would permit a minimum one unit to 10 acres and a maximum one unit to one acre with slope density formula applied, dependent upon Slope Conservation Evaluation.

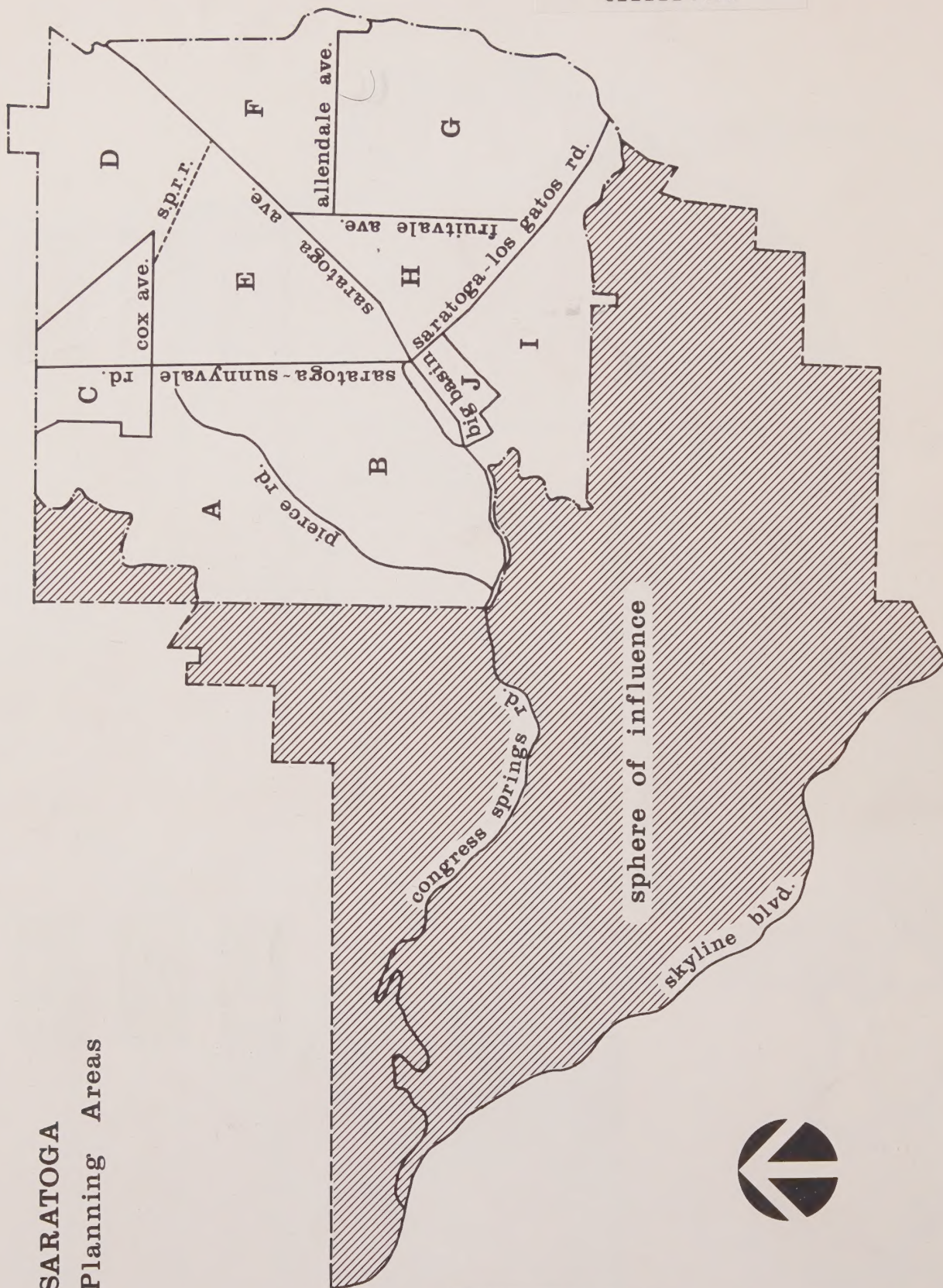
<sup>2</sup> PD-Mixed Use designation indicates areas for which a precise plan must be approved prior to development. Said plan shall include density, architecture, site layout, landscaping, access, circulation and parking.

The review procedure for the precise plan should be the same as for a rezoning, including public hearings by the Planning Commission and City Council. Mixed uses shall include a combination of professional-administrative, commercial and multiple residential. The existing zoning on the property is the underlying zone and should be considered to be the zone until an acceptable PD-Mixed Use plan is submitted and approved by the City.

<sup>3</sup> PD-Residential designation indicates areas in which a precise plan must be approved prior to development. Said plan shall include density, architecture, site layout, landscaping, access, circulation and parking. The review procedure for the precise plan should be the same as for a rezoning, including public hearings by the Planning Commission and City Council. The existing residential zoning is the underlying zone and would be considered to be the zoning until an acceptable PD-Residential plan is submitted and approved by the City.

# SARATOGA

## Planning Areas



U.C. BERKELEY LIBRARIES



C123319978

77 01954



INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY  
109 PHILOSOPHY HALL  
UNIVERSITY OF CALIFORNIA  
BERKELEY, CA 94720